

United States Environmental Protection Agency
Region VI
POLLUTION REPORT

978869

**Date:** Wednesday, May 25, 2005**From:** Gary Moore, FOOSC

To: Debbie Dietrich, Office of Emergency Management
 Ragan Broyles, Response and Prevention Branch
 Sam Coleman, Superfund Division
 Jacqueline S. Hardee, TCEQ Remediation Division

Subject: Initiation of Action
 Paquette Truck Fire and Explosion
 Interstate 20 and Interstate 45, Dallas, TX
 Latitude: 32.66171
 Longitude: -96.7271

POLREP No.:	1	Site #:	
Reporting Period:	5/25/05	D.O. #:	
Start Date:	5/24/2005	Response Authority:	CERCLA
Mob Date:	5/24/2005	Response Type:	Emergency
Completion Date:		NPL Status:	Non NPL
CERCLIS ID #:		Incident Category:	Removal Assessment
RCRIS ID #:	FLD82105884	Contract #	

Site Description

On 24 May 2005, TCEQ notified EPA of an accident involving a semi truck that resulted in a fire and explosion. The truck was carrying drums of paint related waste, sulfuric acid, and miscellaneous nonhazardous waste. The accident occurred at approximately 1600 hours, closing north and southbound I-45 and east and westbound I-20 at the intersection of the two highways. The accident occurred on an elevated portion of westbound I-20. The transporter was A.R. Paquette & Company, Inc. transporting waste for Univar USA, Inc.. The waste belonged to several clients of Univar USA, Inc. and was being shipped to Vopak Logistics Services, Inc. located in Deer Park, Texas. There were no reported fatalities although the driver was transported to the hospital with injuries.

Current Activities

On 24 May 2005 at 1800 hours, the Texas Commission on Environmental Quality (TCEQ) notified the EPA Duty Officer of the incident. EPA representatives arrived on site at 2000 hours. EPA representatives observed that eastbound I-20 had been reopened. EPA representatives also observed police and local fire departments departing site upon arrival and observed Texas Department of Transportation (TXDOT) on site. The fire was extinguished and the PRP cleanup contractor TAS Environmental of Dallas, Texas was onsite and staging equipment to begin the cleanup process. Approximately 10 TAS Environmental workers were staging one vac truck, a wheel loader, two roll-off boxes, and one frac tank. A representative with TAS Environmental (TAS) stated that approximately 8,000 gal of firewater was used. EPA representatives observed that most of the fire water runoff flowed approximately 240 feet down-gradient (south) along the I-45 drainage channel.

Planned Removal Actions

PRP contractors will work to remove the remains of the truck and drums and will use a vac truck to remove the fire water runoff. The PRP contractors expected to be able to have the highway cleared at approximately 0100 hours on 25 May 2005. The PRP Contractors will sample all drums containing materials prior to disposal and collect soil samples of surrounding area.

Next Steps

Soil will be excavated as necessary to meet the TCEQ cleanup criteria.

Key Issues

TCEQ and TXDOT will oversee the environmental cleanup to insure that state guidelines are achieved. In addition, TXDOT will insure that the roadway is repaired.

A stormwater drain is located along the drainage channel of southbound I-45 approximately 250 feet from the intersection of I-20 and I-45. The material was contained prior to reaching this drain.

www.epaosc.org/paquettetruckfire&explosion